







## Edmonton Bulletin

Alberta's Oldest Newspaper

Founded in 1880 by Hon. Frank Oliver

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SATURDAY, JULY 17, 1926.

## A Larger Flow of Trade.

The amount of paper passing through the banks is not an exact measure of the amount of business done in a community. But when bank clearings went after week total, it is evident that they did for the correspondence of the preceding year. The increase is inescapable that more money and more goods are changing hands.

Edmonton bank clearings for many months have week by week exceeded those of the corresponding weeks a year ago, and by very substantial sums. The only explanation that can explain is that the volume of trade is larger, and that the increase is being sustained.

## Congestion Not Imminent.

Some aldermen seemed to be alarmed at a recent council meeting lest the stop signs on the city pavement should do more to congest traffic than to prevent accidents.

Not so. They have got more attention from drivers than they have been given with thus far. Quite obviously a stop sign neither congest traffic nor prevent mishaps unless it is regarded as a barrier at which cars must actually come to a stand.

Thus far the majority of drivers seem to view the stop signs as idle remarks inscribed on the pavement by the police department for its own amusement.

## Cheers Deferred.

Premier Rhodes of Nova Scotia hauls the advent of a Maritime Province Minister of Railways as a cause of rejoicing and a reason for great hope on the part of the Maritime provinces.

People elsewhere in the Dominion may be excused for declining to join in the celebration until they see just what there is for Maritimers to rejoice about.

Time was when the Intercolonial railway was run on the basis of paying deficits for the people of other parts of Canada to pay.

Under the direction of Sir Henry Thornton—established by the Mackenzie King Government against the protests of the party Mr. Meighen—heads—the Intercolonial has been made part of a National Railway system whose business is to earn its keep, and which is rapidly approaching the end of its usefulness.

If the advent of Hon. W. A. Black means that the Intercolonial is to be restored to its former status, as a political machine of the party in power, and a producer of deficits for the public to pay, the residents of other sections of the Dominion will be conspicuous by their absence when the cheering is being done.

## Mr. Guthrie's Pose.

Hon. Hugh Guthrie invites the public to forget the \$25,000,000 per year which the Robt budget chopped off the tax bill and fix attention on the irregularities in the way of government.

—If anybody would rather sniff at something that smells had than consider which party policy is the better for the country, that is his privilege. The choice is free and the opportunity ample.

The report on the administration of the customs department was prepared by an official employee of the Mackenzie King government for that purpose. The nature of the report is all the evidence needed that it was intended to disclose the facts, not to white-wash anybody's record.

All Mr. Guthrie and his friends contributed toward a clean-up was not in the interest of the Liberal party, nor in vindicating the old, and preventing the Parliamentary committee digging back into the records of Conservative ministers.

If the investigators of the Mackenzie King government had raked the records of Conservative ministers, it would have been the duty of the members of the House of Commons and Hon. G. H. Boivin, the present Minister of National Defence, would not be inviting the voters to do their political thinking with their noses.

## Time For a "Show-Down."

—despite the demand for the government of British Columbia, whoa the railway commission let him prosecute President Beatty, Vice-President McInnis and Director Tilley, of the C.P.R., for refusing to obey the order of the commission to haul grain and flour westward at the same rate per ton per mile as grain and flour hauled eastward.

As far as the commission to prosecute rests with the commission, that body might do worse than grant such permission to Mr. McGehee, or anybody else who asks for it, and in reference to these or any other officials of either of the offending railway companies.

For the credit and standing of the railway commission and the interests of the public, it is vital that we have a "show-down" on the question of whether an "order" from the commission is an order or only a request when it calls on the railways to abolish discrimination by cutting freight rates.

If the railway commission has power to enforce its orders, or can cause them to be enforced, then high time the board began to exercise its powers in that direction.

If the commission is only empowered to issue suggestions which the railways may or may not obey as they choose, the tax-paying patrons of the railways might just as well be made aware of the unwelcome fact now as later on.

—I have just got an idea for this series of questions is by the process of prosecuting executive officials of the railways, then by all means let the prosecution proceed if it lands both rail way executives in court.

## Just Folks

by Edgar A. Guest

DR. HENRY FORD

The University of Michigan has conferred the degree of Doctor of Engineering upon Henry Ford—News item.

Spit and spatter, little Oliver,  
Spit and spatter, Oliver Oliver,  
What's a fender that is dented?  
What's a cylinder that is scored?  
Let me tell you, Oliver Oliver,  
In their coaches care and shudder,  
But the boy who made you,  
Now is Dr. Henry Ford.

What's a cushion torn and rent?  
What's a radiator dented?  
Why you can't sit up in cup  
Or a broken, rattling top?  
Let me tell you, Oliver Oliver,  
The rich stand by and chuckle,  
But the boy who made you,  
Now is Dr. Henry Ford.

Little Oliver, bang and rattle,  
It's not luxury or riches,  
Which receive life's great reward,  
It's the boy who made you,  
To be tomorrow's goal and makes you,  
And the Dearborn boy who made you,  
Now is Dr. Henry Ford.

You are cheap, and you are little,  
And your sides perhaps are brittle,  
And their turn you cut by thousands,  
What's a fender that is dented?  
You have never been to college,  
But the boy who made you,  
And the Dearborn boy who made you,  
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KEEP THIS ANNOUNCEMENT FOR FUTURE REFERENCE

# Share in Alberta's Immediate and Splendid Future!

**O**IL IS KING! Oil is the gold of this age. But unlike that autocratic and aristocratic sovereign, Petroleum is democratic—a ruler who takes his pleasure in work; an ultra modern king who puts his shoulder to the wheel—who is the prime ally and most essential supporter of Industry!

**T**HAT Alberta is on the eve of a tremendous future as a petroleum area there can be no doubt. Geologists declared it years ago, and now actual drilling is proving it. . . . Engineers overseeing the development work to date, with one voice proclaim this province to be, potentially, the greatest oil field in the world.

That there will be millionaires by the score made in the next few years through the development of this great natural resource is a foregone conclusion. That there will be rich men by the hundreds, and comfortably well-off men by the thousands is a fact which requires no great powers of prophecy to foresee.

These will be the men of vision, courage and enterprise who take an active part in the work of development.

**A**LBERTA, even now rich beyond our most extravagant wishes, as the result of Nature's lavishness, will be famous and her people prosperous.

But this wealth, like every other great prize, is for the active and courageous. . . . So that while many individuals will be rich, there will be others whose only

harvest of the golden crop will be regrets.

"Of all sad words of tongue and pen  
The saddest are these: It might have been!"  
To which group will you belong?

**R**IIGHT at your door is an opportunity to participate in this situation and its potentialities. Here are the facts:

Already there is a two-million-dollar-a-year oil well in Alberta. The Wainwright field, adjoining us here in Edmonton, is being rapidly developed.

Alberta alone pays millions a year for petroleum products to foreign countries, while in our yard there lies countless millions of dollars worth of oil.

The Alberta Refineries Limited, realizing the situation here, built a refining plant with a 1000-barrel-a-day plant and has produced a wonderful product, very properly called "Pep." The demand is insistent—already far exceeding the supply. Another 500-barrel plant is projected.

The Refineries Distributors Limited—a company organized to distribute the "Pep" petroleum products—will erect a "Cracking Plant" which will extract from 3 to 5 times more gasoline from the crude oil of the Wainwright field than can the refinery.

It is a case of demand exceeding supply—a unique situation!

Will you profit by it?

*Early day gold seekers overlooked the rich sulphide areas which were almost pure gold, but which did not glitter.*

*Modern Science touched them with her magic hand. Millions of dollars were taken from the rocks of goldfield, thrown into the placer miners looking for seeds of yellow gold. . . . Think this over!*

*"Petroleum is one of our most valuable natural resources. . . . The refining of petroleum must become our foremost industry."*

*"When the Standard Oil Trust was dissolved, it developed that 80% of the profit in petroleum was made by the refining end."*



"PEP" is the appropriate name given to the gasoline product of Alberta Refineries Limited, produced from the crude oil of the Wainwright field.

"PEP" has justified its name as a lively, volatile, anti-knock gasoline which motorists insist upon after once having used it. Today the present "PEP" plant is inadequate for the demand.

## Why a Cracking Plant Is Necessary

Prof. Gustav Egieff of the Universal Oil Products Company Research Laboratories, in a lecture before the American Institute of Mining and Metallurgical Engineers, spoke emphatically upon the wonderful economy and value of the "Cracking Plant" in the production of high grade anti-knock Gasoline from crude oil.

He claimed, and showed by tests and actual production in many fields, that by the Dubbs process, from 50 to 70 per cent gasoline can be extracted from crude oil and showed that from the Keween Sunburst crude this percentage is always obtainable. The heavier crude from the Smack-over field is mentioned as showing "the wonderful potentialities of this process."

"One of the wonder oil fields of the United States is the Smack-over Arkansas, which is still producing 180,000 barrels per day, of which 163,000 barrels (December 31, 1919) are gasoline. The physical characteristics is not very satisfactory as a fuel oil due to its emulsified water, high sulphur content and other properties.

"The general inquiry when a new Smack-over well was brought in 'What will they do with it after they get it?'

"One leading oil man stated that Smack-over 'Heavy crude' had everything in it it should not have for a refinery." Yet, despite these pessimistic statements, Smack-over heavy oil is being commercially cracked into over 50% gasoline. The heavy oil may enter into production of 163,000 barrels daily can be converted into 81,500 barrels of gasoline per day by the cracking process."

The results achieved from the Keween Sunburst Fuel Oil processes those which will be accomplished by the Cracking Plant in treating the crude oil from the Wainwright field, as the chemical composition and gravity of the oils are almost identical.

"The Dubbs Process is so flexible that it converts any type of oil without change of principles or equipment into gasoline. Commercial plants are in operation or under course of construction in various parts of the world, such as Japan, Borneo, Java, and Dutch West Indies, Australia, Rumania, and many parts of the United States."

## Refineries Distributors Limited

208 McLEOD BUILDING, EDMONTON, ALBERTA

**Capitalization: \$1,000,000**

90,000 Shares, Preferred, \$10 Par

100,000 " Common, \$1 "

**Present Offering:** The balance of a Block of 30,000 Preferred Shares at Par each Preferred Share carrying a Bonus of One Common Share.

### DIRECTORS:

JOHN L. MERCER, Edmonton, Alberta, President.

H. A. STEWART, Vancouver B.C., Vice-President and Managing Director.

M. C. HAMMOND, Edmonton, Alberta.

J. C. C. BREMNER, Clover Bar, Alberta.

ROBERT McDONALD, Edmonton, Alberta.

W. A. TRIMBLE, Edmonton, Alberta, Secretary-Treasurer.

**R**EFINERIES Distributors Ltd. was organized with a Dominion Charter, capitalized at \$1,000,000, divided into 90,000 8% Preference Shares with a par value of \$10.00 each; and 100,000 Common Shares with a par value of \$1.00 each. Paid up capital is \$200,000.

The company was organized to market the "PEP" products of the Alberta Refineries Ltd., and also to produce gasoline and other products from crude petroleum by means of a cracking plant, this plant employing the Dubbs process, a great scientific and economic advance over the ordinary refining plant, extracting from 3 to 5 times as much gasoline from the crude oil.

The present issue, for the purpose of carrying on the immediate program of the company, is 30,000 Preference Shares, of which 10,000 shares have already been sold. The Preference Shares are offered in units of 1 at par \$10.00, and each of these Preference shares carries a bonus of 1 Common Share.

The initial program of the company is to erect and maintain a number of Service Stations throughout the Province for the marketing of "PEP" gasoline and petroleum products, a profit of 3¢ per gallon clear of freight being available from this source alone at the present market prices.

Also to erect a Cracking Plant at a cost of \$150,000. This will have a capacity of 1,000 bbls. of crude oil and will produce from this a minimum of 500 bbls. of anti-

knock gasoline every twenty-four hours. At 35 gallons to the barrel, this shows a total output of 17,500 gallons a day.

Apart from the individual profit of the cracking plant unit working at capacity, the output marketed through the service stations shows a distributing profit of \$225.00 per day net. This alone will show a handsome dividend on a \$1,000,000.00 capitalization in addition to the 8% per annum on the preferred shares.

Detailed figures will show this enterprise to be one of the very highest potentiality for profit. We shall be pleased to send a digest of the situation, based upon actual conditions, to the earnest investors.

In the meantime the soundness of the proposition will appeal to the investor who realizes that these pioneer enterprises in industry based directly upon natural resources, reap the rich reward.

ACT NOW

### Application for Shares

TO THE REFINERIES DISTRIBUTORS, LIMITED,

208 McLeod Building, Edmonton, Alberta.

I hereby apply for shares of the par value of \$10 in the capital of the Refineries Distributors Limited and herewith enclose \$

on account of same.

It is understood that I am to receive one share of Common Stock for each share of

Preferred for which I subscribe.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

### Information Coupon

TO THE REFINERIES DISTRIBUTORS, LIMITED,

208 McLeod Building, Edmonton, Alberta.

Please furnish me with complete information regarding "Refineries Distributors Limited." It is understood that there is no obligation implied.

Name: \_\_\_\_\_

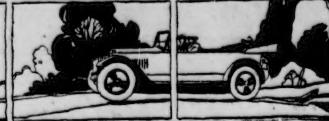
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## PUBLIC GETS NEW VIEW ON CAR INDUSTRY

Hupp Eight Gives Exceptional Qualities To All Owners

Two years ago, according to Chas. D. Hastings, president and general manager of the Motor Car Corporation, public opinion was rapidly changing in favor of the belief that the ideal in motor cars had practically been reached. From then on, he said, the car buyer, in most cases, the buyer could safely choose from any one of a dozen or more models which had been built, and had secured a good motor car investment.

That opinion has, however, been revised a dozen times since then. In the ten of its several manufacturers have produced a new type of motor car, the Hupp Eight, based on a new engineering principle.

It was not more than five years ago that competent, progressive engineers and inventors believed that the eight could not be produced in America, except in limited quantities.

They believed that the length of the engine, the admitted features of remarkable strength, and the need for power and inherent life. But, they argued, will always be impossible to produce a motor car of that size and weight.

The necessity of extraordinary fine manu-

facturing, every making its appearance as a series of the most intricate American models, which the public was entirely and wholly convinced of the impossibility of large standardized produc-

tion. These several straight eight manufacturers, even a year ago, became themselves the targets of the critics. The straight eight was destined to occupy not only a large part in the market, but also to become the most popular type of car, especially among the growing number of buyers.

Today, the Hupp Eight is more popular than any other type in a fine car.

It has been well received and created in the fine-car field because of its inherent simplicity in straight eight.

It is impossible to produce a car, in single cylinder, which can be sold to the public at a price not to exceed \$500. The prices of most motor car values are not so far removed that to secure a Hupp Eight for \$500 is not possible to pay more than that price to secure a car of equal quality.

Since the public reached the opinion that the head had been closely approached, the manufacturers have developed and accepted all these out-

"Four wheel brakes, oil and air cooling, improved ignition systems, far better tires, balloon tires, better gas-  
  
gating parts, balloon tires, better gas-  
gating engine with longer life, greater  
power, better construction and a process of finishing which is completely revolutionized our previous  
experience in the manufacture of  
motor cars."

These are some of the reasons why we should be more than pleased to make notable contributions in the field of motor cars from those of the finest.

The coming of the straight eight will turn the trend of the industry toward the straight eight.

It is more than five years ago.

It could never be built in produc-

tion in manufacturing it is not pos-

sible to make its accom-

plishment that much more of an  
achievement.

RED CROSS TO HAVE A PAID COMMISSIONER

Work of Office Has Outgrown the Capacity of Voluntary Worker

A appointment of a professional com-  
missioner was suggested by the  
provincial executive of the Red Cross  
at a meeting of the board of  
the council chamber of the Legislature.

Mrs. W. W. Elmer, honorary sec-  
retary and first vice-president, recom-  
mended the work of commissioners voluntary  
and the need of a paid commissioner.

She pointed out that the work was  
done in volume until it required  
some one to handle it.

The commissioners agreed of her sug-  
gestion and voted to have a paid  
commissioner to handle the work.

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gestion and voted to have a paid  
commissioner to handle the work.

The appointment of a junior en-  
gineer was approved on the com-  
mittee dealing with efforts to con-  
tinue the work and welfare organiza-

tions. At present the com-  
mittee is engaged in this work with the  
overlapping, and it is the hope of the  
committee that the new engineer will be  
able to help in the work of the central  
clearing station where relief can be  
had in the work of the committee.

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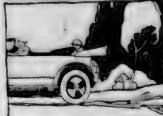
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## TODAY'S CAR OWNER TAKES PRIDE IN AUTO NOVEL SEAT IN CHRYSLERS

Albert Travers, of Edmonton, Has Old Model Studebaker. Still Going Strong

Evidence that car owners and drivers take pride in the life and equipment of their cars is found in the success of the new Chrysler Corporation of America. The new cars are the Little Club and show a marked improvement in the driving and handling qualities of the car. The car has a top speed of 65 miles per hour and a maximum of 100 miles per hour. The car is built on a chassis of three inches forward to two inches rearward from the front. The engine is a 6-cylinder, 120-hp. The car has a top speed of 65 miles per hour and a maximum of 100 miles per hour. The car is built on a chassis of three inches forward to two inches rearward from the front. The engine is a 6-cylinder, 120-hp.

The car is a model of exterior and interior condition that the motorist of today is intelligently equipped to meet the car of tomorrow.

### COOK'S AUTO REPAIR SHOP

For Service and Satisfaction  
BARGAINS IN SECOND HAND CARS

EDMONTON, ALTA.

### 5 AND 7-PASSENGER SEDANS

## Acme Dollar Taxi

L. J. BENTO, Prop.

6662 — PHONES — 6665  
HIGHEST IN SERVICE — LOWEST IN RATES

## "We Are the Grinders"



Do not throw your old cylinders away because they are covered or worn.

Let us grind them for you.

A ground job will give you better service than a new one. Let us demonstrate our work.

All work guaranteed.  
Machine work of all kinds on short notice.

### Liberty Machine Works, Ltd.

SAM NICHOLS, Manager

Phone 2048. 10363 106th St., Edmonton

## The Familiar Phrase, As Good as "DUCO"

Fletcher suggests that you see this finish that others use as a standard of comparison before you spend your money.

## Fletcher Auto Top & Paint Co.

Duco finish. 10216-102 St. Varnish finish.

10216-102 St. Varnish finish.

ASK YOUR FILLING STATION FOR

**SUPER-FINE GASOLINE** **PEP** **REFINED AT EDMONTON**  
MADE FRESH DAILY

**ALBERTA REFINERIES LIMITED**  
Plant, Edmonton South. Telephone 6252.

Office: McLeod Building

### The Old and the New



## WHAT PRICE CLEANLINESS?

Paige - Detroit Company Spends \$100,000 Year to Keep Plant Clean

With great care and expense, the Paige-Detroit Company is keeping its plant clean. The plant is located in the heart of the city, and the company has taken great pains to keep the plant clean. The plant is located in the heart of the city, and the company has taken great pains to keep the plant clean. The plant is located in the heart of the city, and the company has taken great pains to keep the plant clean.

Each day the plant is cleaned naturally, and clean work is done.

The plant is located in the heart of the city, and the company has taken great pains to keep the plant clean. The plant is located in the heart of the city, and the company has taken great pains to keep the plant clean. The plant is located in the heart of the city, and the company has taken great pains to keep the plant clean.

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## FRENCH AUTO SALES UNDER LAST YEAR

## Dependable USED CARS

1920 Dodge Touring ..... \$150.00  
1921 Dodge Touring ..... \$150.00  
1921 Dodge Coupe ..... \$150.00  
1919 Dodge Touring ..... \$175.00  
1921 Overland ..... \$150.00

CHALCOON TIRES

REVERAL OTHER GOOD BUYS

## Motor Sales Edmonton Ltd.

Phone 6262 10216 102nd St.

## Auto Tires at WHOLESALE PRICES

New First Class Stock with 90 day guarantee. We sell good standard makes of Tires. Fresh No. 1 Stock.

Size	Width	Height	Price
600-16	60	16	\$1.50
650-16	65	16	\$1.50
700-16	70	16	\$1.50
750-16	75	16	\$1.50
800-16	80	16	\$1.50
850-16	85	16	\$1.50
900-16	90	16	\$1.50
950-16	95	16	\$1.50
1000-16	100	16	\$1.50
1050-16	105	16	\$1.50
1100-16	110	16	\$1.50
1150-16	115	16	\$1.50
1200-16	120	16	\$1.50
1250-16	125	16	\$1.50
1300-16	130	16	\$1.50
1350-16	135	16	\$1.50
1400-16	140	16	\$1.50
1450-16	145	16	\$1.50
1500-16	150	16	\$1.50
1550-16	155	16	\$1.50
1600-16	160	16	\$1.50
1650-16	165	16	\$1.50
1700-16	170	16	\$1.50
1750-16	175	16	\$1.50
1800-16	180	16	\$1.50
1850-16	185	16	\$1.50
1900-16	190	16	\$1.50
1950-16	195	16	\$1.50
2000-16	200	16	\$1.50
2050-16	205	16	\$1.50
2100-16	210	16	\$1.50
2150-16	215	16	\$1.50
2200-16	220	16	\$1.50
2250-16	225	16	\$1.50
2300-16	230	16	\$1.50
2350-16	235	16	\$1.50
2400-16	240	16	\$1.50
2450-16	245	16	\$1.50
2500-16	250	16	\$1.50
2550-16	255	16	\$1.50
2600-16	260	16	\$1.50
2650-16	265	16	\$1.50
2700-16	270	16	\$1.50
2750-16	275	16	\$1.50
2800-16	280	16	\$1.50
2850-16	285	16	\$1.50
2900-16	290	16	\$1.50
2950-16	295	16	\$1.50
3000-16	300	16	\$1.50
3050-16	305	16	\$1.50
3100-16	310	16	\$1.50
3150-16	315	16	\$1.50
3200-16	320	16	\$1.50
3250-16	325	16	\$1.50
3300-16	330	16	\$1.50
3350-16	335	16	\$1.50
3400-16	340	16	\$1.50
3450-16	345	16	\$1.50
3500-16	350	16	\$1.50
3550-16	355	16	\$1.50
3600-16	360	16	\$1.50
3650-16	365	16	\$1.50
3700-16	370	16	\$1.50
3750-16	375	16	\$1.50
3800-16	380	16	\$1.50
3850-16	385	16	\$1.50
3900-16	390	16	\$1.50
3950-16	395	16	\$1.50
4000-16	400	16	\$1.50
4050-16	405	16	\$1.50
4100-16	410	16	\$1.50
4150-16	415	16	\$1.50
4200-16	420	16	\$1.50
4250-16	425	16	\$1.50
4300-16	430	16	\$1.50
4350-16	435	16	\$1.50
4400-16	440	16	\$1.50
4450-16	445	16	\$1.50
4500-16	450	16	\$1.50
4550-16	455	16	\$1.50
4600-16	460	16	\$1.50
4650-16	465	16	\$1.50
4700-16	470	16	\$1.50
4750-16	475	16	\$1.50
4800-16	480	16	\$1.50
4850-16	485	16	\$1.50
4900-16	490	16	\$1.50
4950-16	495	16	\$1.50
5000-16	500	16	\$1.50
5050-16	505	16	\$1.50
5100-16	510	16	\$1.50
5150-16	515	16	\$1.50
5200-16	520	16	\$1.50
5250-16	525	16	\$1.50
5300-16	530	16	\$1.50
5350-16	535	16	\$1.50
5400-16	540	16	\$1.50
5450-16	545	16	\$1.50
5500-16	550	16	\$1.50
5550-16	555	16	\$1.50
5600-16	560	16	\$1.50
5650-16	565	16	\$1.50
5700-16	570	16	\$1.50
5750-16	575	16	\$1.50
5800-16	580	16	\$1.50
5850-16	585	16	\$1.50
5900-16	590	16	\$1.50
5950-16	595	16	\$1.50
6000-16	600	16	\$1.50
6050-16	605	16	\$1.50
6100-16	610	16	\$1.50
6150-16	615	16	\$1.50
6200-16	620	16	\$1.50
6250-16	625	16	\$1.50
6300-16	630	16	\$1.50
6350-16	635	16	\$1.50
6400-16	640	16	\$1.50
6450-16	645	16	\$1.50
6500-16	650	16	\$1.50
6550-16	655	16	\$1.50
6600-16	660	16	\$1.50
6650-16	665	16	\$1.50
6700-16	670	16	\$1.50
6750-16	675	16	\$1.50
6800-16	680	16	\$1.50
6850-16	685	16	\$1.50
6900-16	690	16	\$1.50
6950-16	695	16	\$1.50
7000-16	700	16	\$1.50
7050-16	705	16	\$1.50
7100-16	710	16	\$1.50
7150-16	715	16	\$1.50
7200-16	720	16	\$1.50
7250-16	725	16	\$1.50
7300-16	730	16	\$1.50
7350-16	735	16	\$1.50
7400-16	740	16	\$1.50
7450-16	745	16	\$1.50
7500-16	750	16	\$1.50
7550-16	755	16	\$1.50
7600-16	760	16	\$1.50
7650-16	765	16	\$1.50
7700-16	770	16	\$1.50
7750-16	775	16	\$1.50
7800-16	780	16	\$1.50
7850-16	785	16	\$1.50
7900-16	790	16	\$1.50
7950-16	795	16	\$1.50
8000-16	800	16	\$1.50
8050-16	805	16	\$1.50
8100-16	810	16	\$1.50
8150-16	815	16	\$1.50
8200-16	820	16	\$1.50
8250-16	825	16	\$1.50
8300-16	830	16	\$1.50
8350-16	835	16	\$1.50
8400-16	840	16	\$1.50
8450-16	845	16	\$1.50
8500-16	850	16	\$1.50
8550-16	855	16	\$1.50
8600-16	860	16	\$1.50
8650-16	865	16	\$1.50
8700-16	870	16	\$1.50
8750-16	875	16	\$1.50
8800-16	880	16	\$1.50
8850-16	885	16	\$1.50
8900-16	890	16	\$1.50
8950-16	895	16	\$1.50
9000-16	900	16	\$1.50
9050-16	905	16	\$1.50
9100-16	910	16	\$1.50
9150-16	915	16	\$1.50
9200-16	920	16	\$1.50
9250-16	925	16	\$1.50
9300-16	930	16	\$1.50
9350-16	935	16	\$1.50
9400-16	940	16	\$1.50
9450-16	945	16	\$1.50
9500-16	950	16	\$1.50
9550-16	955	16	\$1.50
9600-16	960	16	\$1.50
9650-16	965	16	\$1.50
9700-16	970	16	\$1.50
9750-16	975	16	\$1.50
9800-16	980	16	\$1.50
9850-16	985	16	\$1.50
9900-16	990	16	\$1.50
9950-16	995	16	\$1.50
10000-16	1000	16	\$1.50
10050-16	1005	16	\$1.50
10100-16	1010	16	\$1.50
10150-16	1015	16	\$1.50
10200-16	1020	16	\$1.50
10250-16	1025	16	\$1.50
10300-16	1030	16	\$1.50
10350-16	1035	16	\$1.50
10400-16	1040	16	\$1.50
10450-16	1045	16	\$1.50
10500-16	1050	16	\$1.50
10550-16	1055	16	\$1.50
10600-16	1060	16	\$1.50
10650-16	1065	16	\$1.50
10700-16	1070	16	\$1.50
10750-16	1075	16	\$1.50
10800-16	1080	16	\$1.50
10850-16	1085	16	\$1.50
10900-16	1090	16	\$1.50
10950-16	1095	16	\$1.50
11000-16	1100	16	\$1.50
11050-16	1105	16	\$1.50
11100-16	1110	16	\$1.50
11150-16	1115	16	\$1.50
11200-16	1120	16	\$1.50
11250-16	1125	16	\$1.50
11300-16	1130	16	\$1.50
11350-16	1135	16	\$1.50
11400-16	1140	16	\$1.50
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## MARKETS, GRAIN, FINANCIAL

## COMMON CATTLE FLOOD MARKET

Trade at the Stock Yards  
Drops at End of the Week

EDMONTON STOCK YARDS July 17—Trade at the Stock Yards, L. B. B. Agents cattle 1442; calves 355; hogs 1619; sheep 258.

The market was somewhat heavier this week with many common cattle being offered. During the past two days of the week the market was decidedly lighter. During the first two days of the week cattle finding a fairly ready outlet at prime while steers were lower, common and medium kinds were decidedly past the peak. Prices were 20 to 60 cents lower and common and medium cows were offered at quality, still found a ready outlet but the market was lighter. Lighter and hard movers even at lower prices.

The hog market was weaker, the bulk of hogs during the week selling from 8.00 to 8.50 per cent bacon hogs bringing 10 to 15 per cent premium.

Sheep arrivals are increasing and the market is showing a weaker tendency. Sheep offered at 10 to 12 per cent would bring 13.50, hogs of the offering quoted from 13.00 to 18.00, common hams from 8.00 to 8.50. Good handweights even 6.50 to 7.00 per cent bacon hams to sell at 8.00 to 8.50.

Cattle Prices  
Followings are the cattle prices:

The bulk of the good to choice steers offered at 10 to 12 per cent to men to medium kinds from 4.00 to 2.50. Medium to good hogs offered 3.00 to 3.50 per cent better, 4.00 to 4.50 while the common kinds from 3.00 to 3.50 per cent. The part of the week sold up to 4.50, to 2.50 per cent. Medium movers sold within a range of 2.50 to 2.00, common to medium kinds 2.00 to 1.50 per cent better, 2.50 to 2.80. Medium to good bulls 2.25 to 2.50 per cent better, 3.00 to 4.50, prime kinds from 3.00 to 4.50, choice steers steers, 3.75 to 4.25, choice to good bulls 3.00 to 3.50, steers up to 7.50, bulls up to the good, 6.50 to 7.00, common movers up to 6.00 to 6.50.

WINNIPEG MARKET  
Canadian Press

WINNIPEG, July 17—Receipts Friday, 130 cattle, calves none, 135 hogs shot over.

Sheep to good, 25 to 28, to 30.75; fair to good, 25 to 30.25.

Medium, com., choice, 34.50 to 47.50; fair, 34.50 to 44.50; com., 47.50 to 50.00; good, 25 to 28.

Bulls, good, 25 to 28, 30.75.

Oxen, good, 25 to 28, 30.75.

Steerettes, choice, 34.50 to 47.50; fair to good, 34.50 to 44.50.

Porkers, good, 25 to 28, 30.75.

Porkers, com., choice, 34.50 to 47.50; fair to good, 34.50 to 44.50.

Hogs, com., bacon, 11.50 to 13.50.

Hogs, com., hams, 14.50 to 18.00.

Hogs, com., hams, 14.50 to 18.00.

Lamb, com., bacon, 12.50 to 15.50.

Sheep, fair to good, 25 to 30.25.

Hogs, com., bacon, 12.50 to 15.50.

Hogs, com., bacon,